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# Hongkong Daily Press.

ESTABLISHED 1857

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No anonymous communications should be accepted. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of the paper only.

**BIRTHS.**  
On January 6th, at Shanghai, to Mr. and Mrs. C. P. ALLEN, a daughter.  
On January 8th, at Shanghai, to Mr. and Mrs. ALAN S. MALCOLM, a son.  
On January 11th, at Shanghai, the wife of N. F. MILLER, of a son.

**MARRIAGE.**  
On January 6th, at Shanghai, JAMES URQUHART GORDON, to ANNA CATHERINE VOLZMER.  
**DEATH.**  
On January 6th, at Wai, JAMES WILSON, Assistant Surgeon of the Chinese Imperial Maritime Customs Service.

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C. P. H. K.  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 17TH, 1906.

Neither the important mercantile community of Shanghai nor the INSPECTOR GENERAL, through whose intrigues the present situation with regard to the conservation of the Hwangpu River, and the improvement of the approaches to the harbour of Shanghai, has been brought about, feels very happy over the last phase of this ugly business which has thrown the entire control of the harbour of the largest and most important port in East Asia into the hands of the reactionary party—in this case represented by Viceroy CHOW FU and Mr. KU HUNG-MING. In 1902, in accordance with the Convention of the previous year which on the model of the recent Thames Conservancy placed the control of the entrance to the port in an elective Board wherein all the interests, mercantile and political, were fairly represented, the Board was duly elected, with the exception, and the exception is noteworthy, of the foreign gentleman who was to represent the Inspectorate General. The gentleman named for the post was Mr. now Sir, ROBERT BREDON, and the apparent ground of sulking was the selection of Chairman. The other members of the Board claimed

their right of election, but Mr. BREDON, acting doubtless under instructions from the INSPECTOR GENERAL, claimed the presidency as of right, and refused to fall into line with the others who, it was supposed, were disposed to elect Mr. JOHN GOODNOW, then U. S. Consul General, and an ex-officio member of the Board. In this unseemly struggle wherein Messrs. BREDON and GOODNOW, each with his own personal interest to serve, and each thinking far more of this than of the large commercial and shipping interests endangered, neither would give way; and the Board (incomplete without the appointment of the representative of the Maritime Customs on whom largely depended the financial portion of the scheme) was never duly constituted, and the whole remained in *indefinitum*. Mr. GOODNOW, who never succeeded in altogether gaining the confidence of his nationals locally, has since resigned his office of Consul General, and entered the service of the Chinese Government. What office he was intended to fill was kept from public knowledge till within the last few weeks; it was generally rumoured that it was to be in connection with the Hwangpu Conservancy, and there is no doubt that his influence with the present reactionary Viceroy of Nanking has, so far, at least, as the provincial powers go, resulted in his appointment as Assistant Director. So far as is known at present the appointment has not been confirmed by the Peking authorities, but from the recent actions of the Viceroy, there seems every indication that in this, as in other affairs, he intends to act perfectly independently, and keep in his own hands the entire control. That the snub administered to Sir ROBERT BREDON, and through him to the INSPECTOR GENERAL, has been amply deserved no one in Shanghai will be found to doubt. Both for the last few years have thrown in their lots with the reactionary party, and have done everything in their power to hamper any attempt at advance. The post of Inspector General of Customs, which it was once hoped would be exercised as far as possible for the purpose of removing petty restrictions on trade, has been deliberately made use of for the purpose of obstruction, and it is time that some other arrangement more consonant with the best interests of commerce, and more conducive to the lasting advantage of China as a world power should be made.

On this occasion he hoist on his own petard, but this, though strikingly in accordance with the eternal fitness of things, is but poor consolation for the enormous interests which are thereby endangered.

But if Mr. GOODNOW's name as Assistant Director be in some degree unsatisfactory, what shall we say to that of the Director in Chief, Mr. KU HUNG-MING? Mr. KU HUNG-MING is best known to the outside world as private secretary to H.E. CHANG CHIH-TUNG, a post for which his almost elegant command of the English language eminently fitted him. Outside this he has essayed English literature with fair success as a writer. As a practical man he is, however, distinctly of the Baboo order; according to his lights, a patriotic Chinese, he has yet failed to master those points wherein the practical politician differs from the man whose knowledge has come from the academy. In India we have had much and unpleasant experience of this type of student who, while, at least, as quick as their European fellows to pick up the externals of Western knowledge, are quite unable to appreciate its inner working, and form with their crude indigested theories the most dangerous class in Bengal. This phase of Mr. KU's character has been perfectly understood by his superiors, who have never during his career ventured to place him in any independent sphere of office nor ever given him substantive rank. It has been reserved for Viceroy CHOW FU, himself a reactionary, to confer on him a substantive post, and one, moreover, where he is brought into contact with the very element which, in spite of his European education, he is the least capable of understanding. Such is the manner in which the Kiangnan Viceroy is preparing to carry out the Convention with regard to the conservation of the harbour of the most important port in China, and we cannot but reiterate the dissatisfaction which we expressed at the first news of the weakness which had permitted the terms of the original agreement, whereby the necessary works were placed in the hands of those most concerned, to be superseded in favour of a sentimental cry. It was, of course, in deference to the supposed superior experience of the

INSPECTOR GENERAL, and in weak submission to his views that the body of the foreign Ministers at Peking gave way. The present INSPECTOR GENERAL has, however, for the last five years definitely ranged himself alongside the reactionary party. We have before spoken of the reasons, which were not altogether his own seeking; but having taken the downward plunge he has naturally been unable to recover the position lost, but the scandalous intrigue which has resulted in the appointment of the travesty of a Board which the Kiangnan Viceroy would inflict, and the slap in the face administered to the Inspectorate is not a promising indication of what we are to expect in the near future. Technically the new agreement contains a saving clause, that in case the local authorities should not proceed with the works required the originally constructed Board of Control is to be re-established. Practically the weak yielding on a matter of practice has raised difficulties well nigh insurmountable in the path, and there is no doubt that the intrigue to place the control in the hands of the Inspectorate General will be again renewed. From recent experience, as well as from previous knowledge of the views prevailing in Peking, we have every reason to anticipate that the only result of acquiescence will be a return to the old system of letting the whole question slide. The Shanghai Chamber of Commerce has at once drawn attention to the unfitness of the appointments, but their resolution to appeal for information to the "Senior Consul" is an indication into what a chaos affairs at the neighbouring port have been permitted to drift. This Senior Consul is from the necessities of the case generally the most inactive and the least influential of all; strong men, and those representing the more important Powers, being as a rule more frequently changed. It is into such hands under the present regime that the management of affairs between the community and the Chinese officials usually drifts. The result is continual intrigue; and, as we have lately seen, continual disorder and misunderstanding. More than any other the British Government, which has immeasurably the largest interests in the port, is to blame for the chaotic condition of affairs.

An Austrian bank is to be opened at Mukden.

The quantity of coal captured by the Japanese during the war was 28,188 tons, of which 86,263 tons were captured.

The Chinese Government has approved the opening of Whampoa as an open port, says the *Nanfengpao*. Weihai and Chouan, as well as Chianfa, were opened on Dec. 15th.

The greater portion of the cargo of the *Briarcliff*, comprising salt, sugar, cement, paper boards, etc., was destroyed in the recent fire, and the wooden fittings of the holds were damaged.

A telegram from Peking says some of the Chinese high authorities are expressing their views against the Sino-Japanese convention, as China has, they allege, lost too many rights and interests.

The Shanghai A.D.C. gave its 140th performance on January 9th, when it presented "The Prisoner of Zenda" with signal success. The large cast received several columns of praise in the local journals.

A. E. Hespeler, who was recently sentenced at Tientsin to imprisonment for defrauding a Chinaman by means of a forged cheque, has been again convicted of a similar offence and sentenced to six months' imprisonment, to be served at Shanghai.

The intended Japanese Steamship Combination, to which (says the *N.C. Daily News*) we have already alluded, proposes to admit foreign steamship owners. It is to be hoped the latter will keep out of it, so that there may be still a healthy competition.

German, Dutch, and Japanese troops at Peking are reported to have indulged in New Year brawls outside certain disorderly houses. Fatalities are said to have followed in consequence. Reports are conflicting; but the affair is not believed to be politically significant.

A Peking telegram to the *N.C. Daily News* says:—The Russo-Chinese negotiations concerning Manchuria will commence in the middle of the first moon of the Chinese calendar and the Government has wired to the Military Governor of Heilungkiang and Kirin to report upon the condition of their provinces.

The disastrous fire on board the s.s. *Taipei*, laden with kerosene, and telegraphed by our Shanghai correspondent on the 11th inst., is supposed to have been caused by a candle dropping a lighted match, igniting the gaseous emanations from the oil. The *Taipei* is over thirty years old, and was formerly the *Devotion*. She was loading for Vladivostok at the time. The damage is confined to the cargo of kerosene stored in the lower after-hold, all of which was insured, and it is not thought probable that the cargo in the other holds suffered any damage.

We have pleasure in directing particular attention to the article headed "Foreign Loans to China." The eleven hoot seems to protrude at both ends: which is the right view? The Viceroy is suspected of a desire to discourage dealings with foreigners; the *Ling-po* is suspected of indifference to the protection of foreign interests.

The *Nanfengpao* makes the highly interesting suggestion that a Chinese should be appointed Assistant-Secretary of the Municipal Council. Such a suggestion, says the *N.C. Herald*, might perhaps reasonably be brought forward when Sir Robert Hart is able to find a Chinese in whom he has sufficient confidence to make him a Commissioner of Customs.

A budget, it is reported from Peking, is to be issued by the Board of Revenue at the end of this year, or, according to the Chinese, the 32nd year of the reign of His Imperial Majesty Kuang Hsu. The lines of this, the first Financial Budget of China, will be similar to those of Japan, whose methods are being used so extensively by its larger neighbour.

The *Nanfengpao* says that the British Minister has approached the Waiwupu with the offer of financial assistance to the extent of £10,000 for the development of the trade and mineral resources of Manchuria. The British Minister has also urged on China to give evidence of her sovereign rights over Tibet by resuming the Tibetan negotiations and paying off the compensation claimed by Great Britain in connection with the Youngusband Mission.

The *N.C. Daily News* has received a special telegram from Peking dated January 10th, saying:—The Panshen Lama, of Tibet, is now in India and is meeting the Prince of Wales and the Viceroy daily. The Chinese Government thinks the matter important and has sent an order to the Chinese representative in India to proceed with his mission to negotiate the Tibetan Treaty. Mr. Pokotiloff (Russian Minister) has made a suggestion to the Waiwupu in this connection.

## BRITISH SQUADRON AT MANILA.

The British squadron, consisting of the cruisers *Diadem*, *Salt*, and *Hogue*, have been accorded an enthusiastic reception at Manila, both officers and men being hospitably entertained. The Governor-General gave a banquet on Saturday in honour of Admiral Sir Gerard Noel, while the previous day the Admiral was "at home" on his flagship.

## ROYAL HONGKONG GOLF CLUB.

The first competition for the Robertson Farewell Cup took place on January 13th to 16th. The cold weather was apparently against good play, as out of an entry of thirty, only the following cards were returned, Major Lewis being the winner:

Major Lewis	96	10	= 60
Mr. C. H. Gale	100	14	= 85
Mr. C. W. May	90	3	= 87

W. W. T. Martin, who was runner-up, winning the pool with the net score of 78.

## FOREIGN LOANS TO CHINESE.

## CANTON VICEROY'S THOUGHTFULNESS.

[From our Canton Correspondent.]  
Viceroy Shun has sent a Despatch to all the Foreign Consuls, in connection with the relationship of Chinese officials to foreign creditors and native debtors. By treaty it is their duty to protect foreign creditors, he says, and they have always tried to do so, but it is annually becoming more difficult. Chinese borrowers deposit securities to which they have no right, or deposit deeds that are not in order, and disappear when they have to repay the loan. There is now a General Chamber of Commerce in Kwangtung, and he suggests that foreigners should consult this body before advancing money to Chinese. The Chamber would investigate the status of all applicants for loans, and advise accordingly. The procedure he suggests is that the foreigner should send to his Consul particulars of the application, name of applicant, amount desired, and particulars of security offered. The Consul will send these to the Viceroy, who will send to the Chamber, and the reply will return through the same channels. Thus no more foreigners will be defrauded, a consummation devoutly to be wished.

The native paper *Ling-po*, commenting, says business in Kwangtung is going to ruin; money in very scarce; and resort to foreign capitalists has led to complications. Viceroy Shun asks that Chinese merchants must now consult him before applying to foreigners for loans; but Chinese officials are always so dilatory that this will not help business. If such application has to go to the Viceroy, from him to his Foreign Bureau, through them to the Chamber of Commerce, and back again, each deal will take at least a month. A merchant borrows only when his need is urgent, so that would not do. Besides, exchange fluctuations during the inevitable delays would further complicate matters. We have no doubt, says the *Ling-po*, that most foreigners will recognise the absurdity of the proposal, a method which, under the pretext of protecting the foreigners, will only obstruct business with them.

## THE VICEROY DISTURBS FOREIGNERS.

It is reported that the Viceroy has ordered all officials not to suffer interference by foreigners in any litigation where they have no direct interest. In any case a foreigner must plead through his Consul; and officials must ignore all petitions otherwise presented. Magistrates must not receive foreigners who try to speak to them about cases in Court; nor allow any foreigner to attend Court as adviser, attorney, advocate, or any similar capacity whatever, on behalf of Chinese subjects.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## "THE FLOWING TIDE."

LONDON, January 16th.

The latest returns are:

Liberals...	92	seats,
Labour...	20	"
Nationalists...	18	"
and Unionists...	30	"

[REUTERS' SERVICE.]

## FRANCE.

PARIS, January 14th.

The circulation of bank notes in France having reached its maximum, the Government has introduced a bill raising the circulation by 800,000,000 francs, in order to avert a depletion of the metal reserve.

## THE ELECTIONS.

LONDON, January 14th.

Up to the present 45 Liberals and 12 Unionists have been elected, with a Liberal gain of 22 seats.

Mr. Balfour has been defeated for Manchester (East) by Mr. Lorrington, the Liberal candidate, by 6,403 to 4,423; the defeat was received with the wildest enthusiasm in London; it is believed that a safe seat will be found for Mr. Balfour in Eccles. The Unionist clubs recognise that the flowing tide is with the Liberals and are preparing for the worst; even strong candidates are beginning to quake. The Liberal headquarters are jubilant and are confident of a big independent majority.

## THE "DORIC" COLLISION.

Mr. F. A. Hazeland, and the following jury, Messrs. J. M. W. Irving, C. W. George, and Archd. McKirdy, conducted an inquiry yesterday afternoon in the circumstances attending the death of a coolie who was killed as the result of the s.s. "Doric" and a coolie boat coming into collision in the harbour during the fog on January 10th.

Hing Tsai, a stevedore coolie, stated that on the day in question he was returning from Hongkong to Yammat in a coolie boat in which were 20 coolies. The "Doric" was seen to come up from behind and as the junk swung round the "Doric" struck her on the port side. Had witness not swung the junk round she would have been struck on the stern. The junk was broken to pieces and the occupants were thrown into the water. Witnesses and passengers were picked up by a launch.

Medical evidence was given as to the man's injuries. He died the same night.

The master of the "Doric" said that as the vessel was approaching her buoy he noticed the coolie boat on his port bow crossing over to starboard. Witness blew the whistle to attract attention. The junk had plenty of time to stop, or go across the bow. Witness then lost sight of the boat as it got under the bow, but next heard his mate hailing the boat. There was no crash whatever at the time of the collision, and the "Doric" was going dead slow, as she was approaching her buoy.

For further evidence the jury brought in a verdict of death from misadventure.

## ROYAL HONGKONG YACHT CLUB.

## CRUISERS' RACE.

Governor's Cup, 1st Race.

Owing to there being very little beating in this race, the limit boats had a fine time, the *Saife* (Mr. Pollock) beating everyone easily without his handicap. The times taken to cover the 17 1/2 mile course were distinctly good, as the wind was never strong. They were—

	Corrected.		
The Saife...	1 50 05	0 57 35 (1)	
Haiden...	2 10 38	2 10 38	
Australian...	2 20 45	1 57 43	
Brynhilde...	2 29 50	2 03 25	
Thistle...	2 42 30	1 50 00 (3)	
Lilly...	2 50 25	1 22 55 (2)	

## DEATH OF AN EX-MINISTER TO CHINA.

The *Times* of Dec. 12th reports:—Sir John Walsingham, who died at The Rylands, near Stroud, on December 10th, had a long and varied career in the diplomatic service. He began his service in the Foreign Office, to which he was transferred from the Audit Office in 1854. From 1857 to 1865 he was in Mexico, and was transferred to Madrid as Second Secretary in 1866. In 1868 he was one of the British Commissioners to adjudicate on the claims preferred by the owners of the schooner *Merrmaid*, of Dartmouth, which was alleged to have been sunk by a shot fired from the batteries of Centa on October 16th, 1864. He went to The Hague in 1870, and in 1874 succeeded to the baronetcy. From 1875 to 1878 he was Secretary of Legation at Madrid, and from 1878 to 1882 Secretary of Embassy at Berlin. In 1883 he went to Paris with the rank of Minister Plenipotentiary, and was promoted in 1885 to be Extraordinary Minister Plenipotentiary to the Emperor of China and the King of Corea. He remained in the Far East till 1892, and was then transferred to Bukarest. He retired on a pension in 1894, and was made K.C.M.G. in 1895.

Authors of to-day do not seem able to assume the virtue of laconicism when they have it not, and do not display the philosophical breadth that underlies the greatest imaginative works alike in verse and prose.—*The Academy*.

## POLICE COURT.

Tuesday, January 16th.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

## A SMART CAPTURE.

Ho Ngau was charged with being in unlawful possession of \$1,416.50, well knowing it to have been stolen outside the Colony.

Inspector Collett informed his Worship that the police were informed on the 14th instant that the defendant had absconded from Canton with the amount stated in his possession, this amount having been handed him by his master, to go to another shop and pay an account. He was supposed to have come to Hongkong, and when he received this information, Inspector Collett immediately put detectives on his track. Three-quarters of an hour later the man was arrested in a brothel in Kennedytown and \$1,044.40 was found in his possession. The detectives also got information that the defendant had purchased a quantity of furniture to fit up a house in Clarence Street. This was returned to the shop, and the money paid for same handed over to the police.

The defendant admitted the charge, but asked to be excused. He would return the money to his master, and ask him to allow his father to deal with him.

His Worship sentenced him to four months' imprisonment with hard labour, and recommended him for banishment on the expiration of his sentence.

## INFRINGING POSTMASTER GENERAL'S RIGHTS.

Wong Tit Tung, master of the Fuk Hing Hing postal hong of No. 35, Queen's Road Central, was charged with infringing the exclusive rights of the Postmaster-General by transmitting letters from the Colony by other means than through the Post Office.

Defendant admitted the charge. Mr. E. C. Lewis, assistant Postmaster General, said the Post Office had recently been keeping a check on letters, and found the number going through very infinitesimal; there could be no doubt that letters were leaving the Colony by other ways. He asked His Worship to inflict a substantial penalty, which would act as a deterrent to others.

The defendant was fined \$100, and the two defendants previously charged were dismissed.

## A DANGEROUS PRACTICE.

Constable Barrie charged the owner of the steam launch *Cheng On* with permitting his vessel to be plied in the harbour without having a certificated coxswain at the wheel; also with not having his licence in a conspicuous place.

On hearing the evidence his Worship remarked that it was a dangerous practice to allow a launch to ply in the harbour without a qualified coxswain on board. The defendant would be fined \$25 on the first charge and \$5 on the second.

## BEFORE MR. C. D. MELBOURNE (SECOND POLICE MAGISTRATE).

## EXTENSIVE OPIUM TRAFFIC.

Chan Ki Chan was charged with selling 23 tael of illicit opium, and with applying a false trade description thereto; Tse Kit Tak was charged with being in unlawful possession of five tael and two more of prepared opium, also with applying a false trade description; and Yan Chi Koo, an accountant of the Opium Farm, who is in charge of the outside establishments, was charged with applying a false trade description to opium, also with being in unlawful possession of a quantity of labels and certificates, the property of the Opium Farm.

The facts of the case, as outlined by Mr. Hoggarth, the Chief Excise Officer, showed that a simultaneous raid was made by a squad of police under Constable Munday and a number of Excise officers under their Chief on Nos. 10, Kennedytown, Praya, and 560, Des Voeux Road West, on the 14th instant, when 450 tins of opium were recovered, besides other paraphernalia; the three defendants were also arrested.

After hearing the evidence his Worship found the defendants guilty; fined the first \$100 or two months' imprisonment; bound the second on the sum of \$100 to come up for judgment when called upon, and sentenced the third defendant, the accountant, two months' hard labour without the option of a fine.

## MARINE MAGISTRATE'S COURT.

Tuesday, January 16th.

BEFORE HON. CAPTAIN BARNES-LAWRENCE (MARINE MAGISTRATE).

The masters of the launches "Sun Sun" and "Hoi Sun" were proceeded against for failing to observe the rules of the road.

Evidence was given to the effect that a collision between the two launches took place on January 13th while the "Sun Sun" was backing out from her wharf at Samshepo.

His Honour found that the "Hoi Sun" was the overtaking boat and failed to keep clear of the "Sun Sun." He ordered the master's certificate to be suspended for four weeks. He further told the owners of the respective launches that although he held the master of the "Hoi Sun" to blame he did not consider him solely so. He had caused inquiries to be made and had found that a great deal of competition existed between the two launches. It appeared that so long as passengers were forthcoming their (the owners') main interest consisted of trying to induce the launch masters to get the better of each other, no matter what steps were taken in doing so. He warned them that if there was a continuance of such occurrences he might consider it his duty to recommend that the licenses of the launches they employed on the run should be cancelled.

## LATEST STEAMER MOVEMENT.

The M.M. str. *Salvée*, with the next French mail, left Singapore on the 16th inst., at 4 p.m. for this port via Saigon.

The C.P.R. str. *Empress of India* arrived at Shanghai at 1 p.m. on Sunday, the 15th Jan., and left again at 10.30 a.m. on Monday for Hongkong, and is due here at 4 p.m. to-day.

The P.M. str. *Manchuria* left Shanghai yesterday at noon, and is expected to arrive here before dark on the 16th.

The O.S.S. & C.M. str. *Ningchow* left Singapore on the 13th inst. p.m., and is due here on the 19th inst.

The Boston S.S. Co.'s str. *Shamout* sailed from Shanghai on the 16th inst. for Manila and Hongkong, and may be expected to arrive at the 24th inst.

The str. *Wray Castle* arrived at New York from China and Japan on the 12th inst.

Tuesday, January 16th.

THE YUKON S.S. CO. & OWNERS OF

navigable channel?—I had hardly come to that position.

I suggest that you did in fact port, and that that brought your helm opposite the "Tai On's" bow?—I did not port enough for that.

You say the "Tai On" turned right up into you?—Yes.

She was right away aft, almost astern of you?—Yes, on my quarter.

You knew you were coming into the very narrow channel?—Yes.

And were you looking at your course or at the ship astern?—I was walking about, looking to either side.

You stated that the "Tai On" sheered twice. What do you mean?—She swung towards us and moved off again. (Illustrated by models.)

Your counsel said yesterday that it was the wash—

Mr. Sharp—Don't be hampered by me. Give your own opinion, Captain.

Witness—My opinion is that the suction both ships being about 60 feet apart—drew them together.

The attraction of the two ships would only affect the "Tai On." You would not be drawn down on top of her by that sort of attraction?—Perhaps not.

You could not say that?—I have not gone into the subject. I have seen two ships drawn together.

I put it to you that as the two ships were coming down, making for that channel, you said yourself some 60 feet or thereabout, you thought that you were right clear and starboarded to get into clear water, thinking to pass ahead of her?—No, I did not starboard; the helm. I never attempted to cross her.

As you drew ahead the distance at right angles between the two ships remained the same?—As the "Tai On" fell back towards our quarter the distance between us seemed to lessen.

In other words you were on divergent courses?—It would appear so.

Witness, in reply to his Lordship, said he thought the suction between two ships would operate at a distance of 60 feet or a little more.

His Lordship—What were you doing all this time?—I was watching the ship.

Was there any shouting?—No.

No warning?—No.

It was quite a normal state of affairs?—Yes.

You have given two explanations of the actual cause of the collision. I want you to tell me whether both helped to cause the collision. One is the suction and the other is as you said in examination, "she ported and came towards us"?—She ported at the last.

You mean she altered her parallel course and ported towards you?—She seemed at the time to come towards us.

Having ported by helm, the suction would cease to act, would it not?—The suction would still exist.

T. R. Mead, formerly first officer on the "Kwang Tung" and now master on one of the Kwang's other steamers, spoke to hearing the telegraph bell ring and on going out of his room saw the bow of the "Tai On" abreast the funnel. He bore out the previous witness's version of the occurrence.

The case was adjourned.

**IN SUMMARY JURISDICTION.**

**BEFORE MR. A. G. WISE (PUISSE JUDGE).**

**A MONEY-LENDING TRANSACTION.**

Gojar Singh, watchman at the Connaught House Hotel, sued Chu Lam for the recovery \$58, \$50 being balance of money lent and interest for four months. Mr. K. Gardiner, the office of Mr. O. D. Thomson, appeared for plaintiff, while defendant appeared in person.

Defendant admitted the debt, but he said he borrowed the money from one Gijit Singh, who had disappeared. The promissory note, however, showed that the endorsement was in favour of the plaintiff, and judgment was given for him with costs, the promissory note, at defendant's request, being marked as an exhibit in the case so that he should not be called to pay a second time.

**THE WRONG DEFENDANT.**

Chan Yuen, boat-builder, sued Chau Ngau C cargo boat owner, for \$47.38, balance due for building of a cargo boat. Mr. G. C. Master, Messrs. Johnson, Stokes and Master) appeared for plaintiff and Mr. F. X. d'Almeida for the defendant.

Mr. Master—The repairs were done in 1901. His Lordship—1902? Then you are out of time under the Statute of Limitations.

Mr. Master—Yes, that would be so, my Lord, but there were later payments, in 1904.

His Lordship—Ah! then that of course is a difference. I'll hear what you have to say.

Plaintiff said he had been employed by defendant in building and repairing his boats since 1900. Defendant had made several payments, but there was still a balance of \$47.38 due.

From the books which plaintiff produced appeared that defendant's sister-in-law gave order for the boat and asked plaintiff to put defendant's names with hers in his books, and was also the woman who made the payments.

His Lordship, without calling on d'Almeida, asked Mr. Master if he wished to cross-examine.

Mr. Master—No, I don't think so now, my Lord.

His Lordship—There is no doubt he had done. Somebody owes him the money, he has got hold of the wrong person now. It must be judgment for defendant with costs.

Good counsel is thrown away on a dishonest man. I do not believe it is possible to catch a liar. I have never known one of them confess. If you find a man in dishonest, have no further to do with him; that is the one rule.—Robert Barr in *The Idler*.

HIS EXCELLENCY ON HISTORY.

than very efficient. This is very satisfactory, as also are the successes of the boys in the Oxford Local Examinations, the Belliois Scholarship, and in the advanced course of hygiene. I note with satisfaction that the numbers have increased, and that the attendance is more regular; also that the strength of the teaching staff is being kept up. This is very important, especially in view of the curriculum having been extended, and I think it is well that I should repeat the word of warning which I gave at St. Stephen's College, that the management should bear in mind that knowledge is better measured by depth than by extent of area.

Turning to the students, HIS EXCELLENCY said:—Boys—You will remember that at last prize-giving I spoke to you about history, and explained how a scaffolding of dates and facts derived from a school course was helpful to a subsequent comprehension of the world's interesting stories. I gave you then two sketches to show how the growth and civilization of a nation could be traced down the centuries. On this occasion I think I may be able to interest you by a sketch drawn in another way. Instead of following the story down the course of time I will try to give you a rough picture of the state of the world at a particular period of its existence. This may help you to the practice which I always follow when reading of events which happened long ago, and trying to picture to myself the events which happened at the same time in other countries. The period I propose to talk about is the year 500 before the Christian era, that is 24 centuries ago. It will help you to understand the remoteness of this period if you think that since then some 75 generations of persons have lived and died. At that time China consisted of some twenty-two states in and around the valley of the Yellow River, corresponding approximately to the northern part of the eighteen provinces of to-day. These states were subject to the state of the dynasty of Chow, and were at war with each other and a prey to internal disorder. This was very unsatisfactory compared to their condition in previous dynasties, and especially to the times of Yao and Shun. Two great political philosophers were preaching in China in the year we are considering Lao Tzu's doctrines, as they are now understood, aimed at stopping the existing disorder by teaching a way of life which was to lead man no longer to desire the things which excited their passions and so led to war and rapine, while the clear aim of Confucius was to re-establish order on the basis of controlling men's notions by making them loyal and obedient to the constituted authorities of the Emperor, the state and the family. The stability and strength of China is a splendid result of the practical aims of Confucius. Lao Tzu's intelligible doctrines gradually became perverted into Taoism, as we know it, and ceased to be an element of good. To the south west of China, and separated from it by vast tracts of wild and mountainous country inhabited by barbarous Tartar and Tibetan tribes another ancient kingdom, crept in and over all the valley of the Ganges. This was the people of India, who were then, as now, separated into sharply defined castes or classes, but differing from the Chinese in the greater power wielded by the priest and the higher position held by the warriors. In one of these states—that of Magadha—at the time we are considering, there was a young prince who had relinquished wealth and the pleasures of life to teach that all castes were really equal and the desirability of abandoning the joys of life in order to combat its evils and be free from them in a future existence. He opposed the priests of Brahminism, and succeeded in diminishing the influence of their strange gods. Of course, much later Buddhism was brought to China, and it is there where its beautiful principles became altered beyond recognition. At the time Buddha preached in the valley of the Ganges and the valley of the Indus, a great river in the north west of India came under the Persians who were then at the climax of their greatness under King Darius I. Shortly before they had absorbed the ancient Kingdom of Media, to which they were subordinate. They also established themselves in the two valleys of the Tigris and the Euphrates which then flowed by separate courses into the Persian Gulf, and ruled Babylon and Nineveh, which 2,000 years previously had alternately been the magnificent capitals of Western Asia. With Babylonian Jews, from which a large part of its inhabitants had been removed by "The Great Captivity" in the previous century had passed under the Persians who also had occupied several countries in what is now called Turkey in Asia, of which the principal was Lydia, whose King Croesus, is known by his proverbial riches. The Persians, in this year—500 B.C.—were masters of all the country round the Persian Gulf. They had succeeded in obtaining a footing in Africa by the conquest of Egypt where some thirty dynasties of Pharaohs had for at least 2,500 years before B.C. 500 ruled over a highly civilized people in the fertile valley and delta where the Nile flows through green fields of grain, bounded by the amber-colored hills of the desert. They had also attempted, and to some extent successfully, to obtain a footing in Europe where Thracians in Macedonia in Greece had become tributary states. But already in 500 B.C. had commenced the revolt of the Greeks against Persian authority, which resulted, within the fifty years that followed, in the overthrow of the Persians at the battles of Marathon on land and Salamis at sea. The Greeks, though at the head of great empires, were then approaching their heyday of artistic and literary brilliance which more than any other epoch of a nation's history has influenced the world's civilization. So

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Hongkong, 11th January, 1906.

time previously they had established colonies in the South of Italy, destined ultimately, with Greece itself, and the dominion of Rome. In the 500 B.C. Rome set about to expel her kings, commence the absorption of the elementary Italian civilisation and start on that period of slow growth, which to nations like a plant or animal, betokens future long life and strength. The rest of Europe was mostly covered with forest, sparsely inhabited by wild tribes of skin-clad and painted barbarians. Of the people I have mentioned the Chinese represented the yellow, or Mongolian, the remainder the three families of the white or Caucasian race. All of these had written languages. The Chinese differed slightly in form from that now used by the vast population of China. Hebrew, Greek and Latin, much as they were then, are now studied by some millions of people who seek inspiration in the dead languages of Judea, Greece and Rome. The hieroglyphics of the Egyptians, and the arrow-headed writings of the Assyrians, Babylonians and Persians is now only understood by a few scholars who have helped to reconstruct them. In addition, the ancient nations of the years 500 B.C. were proficient in arts as well as in literature. China, it is true, has never succeeded in achieving those beautiful and lasting triumphs of work which, at the period I mention, had been achieved by more western nations. It was, however, very little later than 300 B.C. that the beautiful palaces of Persopolis of which ruins still exist, was constructed in and Syria date from still earlier times, as do also the temples of Egypt which now attract visitors to the Nile. In Greece the simple Doric style had already been developed, and the world's greatest masterpieces were soon to be cut from stone in that land. From the writings of China, the wall paintings of Egypt and the bas reliefs of Assyria and Babylonia we know that the chess music and the cultivation of flowers were looked upon by these people as among the wholesome pleasures of life, and the triumph of good over evil was the ruling principle of religion. Into the details of these matters I don't propose to go, but I hope I have been able to forestall you in this picture, and make you understand what a help it is to be able to look round the world at some particular period of history and realise how people then lived. I now propose to follow the precedent of last year, and present to the scholar who has taken the most advantage of his historical studies a special prize (applause).

Mr. Piercy informed His Excellency that that scholar was John Crotons, who was presented with the prize amid the hearty cheering of his schoolmates.

HIS EXCELLENCY then said it did not seem quite fair that the boys should get all the prizes and the masters none. He thought there had much pleasure in giving Mr. Piercy a souvenir of this prize-giving (renewed cheering).

The Rev. F. T. Johnson thanked His Excellency for his kindness in attending and distributing the prizes. In the head of His Majesty's Government here they had an interested and sympathetic critic and his criticism as they were accustomed to hear from him could only go good.

Mr. Piercy and staff and Mrs. Piercy and Miss Aiken were glad to hear of the year. He asked the Governor to present a H. K. Tong scholarship to, the winner William Drude.

This His Excellency did, after which considerable cheering took place, and the procession closed with the singing of the National Anthem.

**THE FAR EASTERN SHIPPING COMBINE.**

The Union of Steamship Companies has long had a scheme on foot to form one steamship company, but the idea was shelved on the outbreak of the war, as most of the steamers were taken up by the Government transports. Now that peace has been restored and the steamers in Union are being gradually released from the Government service, steps are being taken to carry out the scheme. Steamship owners in South America, the South Sea Islands, and China will join the proposed company, and the union desires to attract possible foreign steamship owners and form a large corporation in the Far East, running steamers between Japan, China, Corea, Australia and America. The steamers of the Union present number over 120, with an aggregate tonnage of about 350,000 tons,

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Hongkong, 4th December, 1905. 116

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Hongkong, 25th October, 1905. [91]

**PURE FRESH WATER.**

**THE HONGKONG STEAM WATER**

**ANY QUANTITY of PURE FRESH WATER** to the Shipping, both for Deck and Boilers.  
**Call Flag W.**

Manager,  
Hotel Mansions, 3rd Floor,  
Hongkong, 8th August, 1905. 2807

**CARTRIDGES.**  
—  
IMPORTED EVERY MONTH. THE

FORE ALWAYS FRESH

**C**LEY'S, SCHULTZ'S, AMBERLY  
and KYNOCK'S SPORTING  
CARTRIDGES 8, 10, 12, 16, and 20 BOB  
and NEWCASTLE CHILLED SHOT  
all Sizes, Nos. 10 to 8SSG. AIR GUNS &  
AMMUNITION in Variety.  
WM. SCHMIDT & CO  
Hongkong, 23th November, 1902. 234

**DR. NEWELL WILSON,**

**-DENTIST.**

Latest American Methods.  
Reasonable Fees.  
No charge for examinations.  
Office hours 9 A.M. to 5 P.M.  
**No. 2, PEDDER STREET** (next to  
General Post Office and opposite to the  
entrances to the Hongkong Hotel).  
Hongkong, July 5th, 1905.



# BANKS

## DEUTSCH-ASIATISCHE BANK.

AUTHORISED CAPITAL.....Sh. Tels 7,500,000

HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS, BERLIN.

BRANCHES:  
Berlin, Calcutta, Hankow, Peking,  
Tientsin, Tientsin, Tientsin, Yokohama.

Founded by the following Banks and  
Bankers:—

KÖNIGLICHE SACHSISCHE (PREUSSISCHE)  
STAATSBANK Berlin.

DIRECTOR DES DISCOUNT-  
GESELLSCHAFT

DEUTSCHE BANK

BERLINER HANDELS-  
GESELLSCHAFT

BANK FÜR HANDEL UND  
INDUSTRIE

ROBERT WARSHAUER & CO.

MENDELSSOHN & CO.

M. A. VON ROTHSCHILD &  
SÖHNE

JACOB S. H. STERN

NORDDEUTSCHE BANK IN HAMBURG, HAMBURG

SAL. OPPENHEIM, JR., & CO., KÖLN.

BAVARISCHE HYPOTHEKEN-UND WECHSEL-  
BANK, MÜNCHEN.

LONDON BANKERS:  
Messrs. N. M. Rothschild & Son;

The Union of London and Smith's  
Bank, Limited.

DEUTSCHE BANK (BERLIN), LONDON AGENT

DIRECTOR DES DISCOUNT-GESELLSCHAFT

INTEREST allowed on Current Accounts.

DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

HUGO BUTER,  
Sub-Manager.

Hongkong, 9th September, 1905. 127

# HONGKONG & SHANGHAI BANK- ING CORPORATION

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND.....\$1,000,000

STRIKING RESERVE.....\$10,000,000

SILVER RESERVE.....\$1,000,000

RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:

H. A. W. SLADE, Esq.—Chairman.

A. H. H. Esq.—Deputy Chairman.

Hon. C. W. Dickson, Esq.

Hon. G. E. Esq.

C. R. Lowman, Esq.

G. H. Medhurst, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH

MANAGER:  
Shanghai—H. E. R. Hunter.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per  
Cent. per annum on the daily balance.

On Fixed Deposits:

For 3 months, 4 per cent. per annum.

For 6 months, 4 1/2 per cent. per annum.

For 12 months, 5 per cent. per annum.

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For 12 months, 5 per cent. per annum.

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For 12 months, 5 per cent. per annum.

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For 3 months, 4 per cent. per annum.

For 6 months, 4 1/2 per cent. per annum.

For 12 months, 5 per cent. per annum.

# S. MOUTRIE & CO.

LIMITED,

14, QUEEN'S ROAD.

# IMPORTANT SALE

OF

NEW PIANOS

AT

GREATLY REDUCED PRICES,

To Save Removal to Our

NEW PREMISES

YORK BUILDINGS, CHATER ROAD.

(Next Door to Messrs. KROUSE & Co.)

Commencing—

WEDNESDAY, the 17th JANUARY, 1906,

FOR

TWO WEEKS ONLY.

A GUARANTEE for a test period of

TWO YEARS is given with every Piano

purchased at our establishment.

S. MOUTRIE & CO, LIMITED,

14, Queen's Road

(Entrance in Zetland St.)

Hongkong, 15th January, 1906. 213

# BANKS

# INTERNATIONAL BANKING

CORPORATION.

Fiscal Agents of the United States in China

the Philippine Islands and the

Republic of Panama.

CAPITAL AND RESERVE

AUTHORIZED.....Gold \$10,000,000

CAPITAL PAID UP.....Gold \$3,250,000

RESERVE FUND.....Gold \$3,250,000

HEAD OFFICE: New York.

LONDON OFFICE: Threadneedle House, E.C.

Branches and Agents all over the World.

LONDON BANKERS.

NATIONAL PROVINCIAL BANK OF ENGLAND,

LIMITED,

UNION OF LONDON AND SMITH'S BANK,

LIMITED,

BRITISH LINEN COMPANY BANK

The Corporation transacts every description

of Banking and Exchange business, receives

money in Current Account and accepts Fixed

Deposits at the following rates:—

For 12 months 4 1/2 per cent. per annum.

For 6 months 4 per cent. per annum.

For 3 months 3 1/2 per cent. per annum.

On Fixed Deposits:

For 3 months, 4 per cent. per annum.

For 6 months, 4 1/2 per cent. per annum.

For 12 months, 5 per cent. per annum.

On Fixed Deposits:

For 3 months, 4 per cent. per annum.

For 6 months, 4 1/2 per cent. per annum.

For 12 months, 5 per cent. per annum.

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For 12 months, 5 per cent. per annum.

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For 6 months, 4 1/2 per cent. per annum.

For 12 months, 5 per cent. per annum.

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For 6 months, 4 1/2 per cent. per annum.

For 12 months, 5 per cent. per annum.

# CONDITIONS IN CHINA.

JAPANESE OPINIONS.

The readiness of the lower classes of Chinese

to cause disturbance, as exemplified recently at

Shanghai and elsewhere does not pass un-

noticed. There has been a strong tendency in

China of late in favour of propaganda for

independence from foreign restrictions, and

the *Kokumin* observes that this in turn

appears to have given rise to a revival of the

old anti-foreign feeling. That China is an

independent country, says the *Kokumin*, is re-

cognized by the world and one reason that

Japan went to war at the cost of so many lives

and much treasure was to preserve the inde-

pendence of China. As a result much of her

territory has now been recovered for her, and

her economy over these regions has been

made more secure than it was a few years ago.

Such being the case, continues the semi-

official journal, it seems rather curious that the

Chinese, as if suddenly awakened from a slumber,

should present an agitation for independ-

ence and carry on an anti-foreign movement at

a time when they ought to rest assured of their

position. The Japanese would welcome the

awakening among the Chinese of a spirit of

patriotism, which if it had taken substantial

shape earlier would have saved Japan much

trouble and sacrifice.

The *Kokumin* continues:—After the war of

1894-5, the Chinese statesman, apprehensive of

the threat presented by the Russian, gave

Manchuria to Russia with the object of using

her as a sort of bulwark against the Powers.

At the same time China gave Germany certain

territorial rights with the view, no doubt,

of countervailing Muscovite predominance.

Owing to this blundering policy, however, not

only was China placed in a dilemma, but she

disturbed the situation in the East as to compel

Japan to fight for her very existence. Despite

this, Japan, far from identifying China for her

blunders, has always stood by her as a true

friend and spared no effort to contrive for her

well-being. It is inexplicable that the Chinese

people, who remained inactive when their

country was, figuratively speaking, aimlessly

drifting, owing to the blundering policy

of their statesmen, should now manifest uneasiness

when they are in better circumstances than

they have been for many years past. It is

highly desirable that the Peking Government

and local authorities should exert themselves to

put down any outbreak of the anti-foreign

spirit, or they are made use of to before it

assumes wider and uncontrollable dimensions.

Almost all popular movements in China, at-

ttempted by patriotic motives, are more

or less influenced by the anti-foreign spirit or

they are made use of to that end by inter-

ested parties, continues the *Kokumin*. Careful

observers will not fail to detect the under-

current of anti-foreign feeling beneath all the

recent boycotting of American goods and the

Shanghai trouble. The latter has been fortu-

nately nipped in the bud by the prompt and

effective action taken by the foreign residents

at Shanghai, but if it had occurred further

inland, in Hunan or Szechuan, it is quite

possible it would have assumed a more serious

aspect. In China the unexpected happens

more frequently than in other parts of the

world, as was exemplified by the Boxer trouble

of 1900, and while it is obviously the duty

of the Chinese Government to provide for any

emergency that may occur, it is just as

well for the foreign Powers interested to

avoid as much as possible anything likely to

inflame the Chinese mind. There is no denying

that the history of China's foreign intercourse

has been a history of oppression and deprivation

at the hands of one or other of the foreign

Powers, and perhaps it is not unnatural, under

such circumstances, that the people should

behave as they do.

# distance of 90 miles, and the other on a larger

scale showing the Ja-Mel-San Collieries, with

the area of the land attached thereto.

It is the intention of the board, in the ensuing

year, to make arrangements for starting work

within the syndicate's area of concessions in



# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.  
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	DOE
GLASGOW and LIVERPOOL	"NINGCHOW"	On 19th January.
GLASGOW and LIVERPOOL	"ACHILLES"	On 30th January.
GLASGOW and LIVERPOOL	"PELEUS"	On 6th February.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 13th February.
GLASGOW and LIVERPOOL	"LAERTES"	On 20th February.
GLASGOW and LIVERPOOL	"YANGTSE"	On 27th February.
GLASGOW and LIVERPOOL	"DIOMEDE"	On 6th March.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 13th March.
GLASGOW and LIVERPOOL	"TEUKRA"	On 20th March.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"PAKLING"	On 20th January.
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 30th January.
AMSTERDAM, LONDON and ANTWERP	"PATROCLUS"	On 13th February.
GENOA, MARSEILLES and LIVERPOOL	"ANTENOR"	On 20th February.
AMSTERDAM, LONDON and ANTWERP	"SAINT BEDE"	On 27th February.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with  
THE NORTHERN PACIFIC RAILWAY CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO.	"NINGCHOW"	On 22nd January.
	"YANGTSE"	On 24th February.

## WESTWARD.

FROM	STEAMERS	DOE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"PINGSUEY"	On 26th January.
	"OANFA"	On 26th February.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 17th January, 1906.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"NINGPO"	On 18th January.
SHANGHAI	"SHAOHSING"	On 18th January.
SHANGHAI	"SUNGKIANG"	On 22nd January.

\* The situation of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A duly qualified Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 15th January, 1906.

# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALAWAN	About 17th	Freight and Passage.
	A. P. Street	January	

MOJI and KOBE

PEKIN

W. H. Le Mare, R.N.R.

January

Freight only.

LONDON & C. VIA USUAL PORTS

OCEANA

W. Hayward, R.N.R.

January

See Special Advertisement.

SHANGHAI

DELHI

J. D. Andrews, R.N.R.

January

Freight and Passage.

YOKOHAMA, AVIASHANGHAI, CEYLON

MOJI and KOBE

C. F. Lockstone, R.N.R.

January

Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 15th January, 1906.

# NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	On 27th January.
HYADES	3,753	J. Alwan	On 10th February.
TREMONT	9,606	T. W. Garrick	On 20th February.

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS.

Hongkong, 12th January, 1906.

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, & C.

THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to COLOMBO	Leave HONGKONG	from COLOMBO to MARSEILLES & LONDON	MARSEILLES (Brindisi 2 days earlier)	PLYMOUTH (London 1 day later)
	TONS Feb. 10 Feb. 24 Mar. 10 Mar. 24 April 7	BRITANNIA 7000 MOLDAVIA 10000 MONGOLIA 10000 MOOLTAN 10000 MARMORA 10500	Saturday Mar. 10 Mar. 24 April 7 April 21 May 5	Friday Mar. 16 Mar. 30 April 13 April 27 May 11
ARCADIA 7000 DELHI 8000 DONGOLA 8000 DELTA 8000 OCEANA 7000	Feb. 10 Feb. 24 Mar. 10 Mar. 24 April 7		Sunday May 20 June 3 June 17	Saturday May 26 June 9 June 23
ARCADIA 7000 DEVANHA 8000 DELHI 8000	April 21 May 5 May 19	VICTORIA 7000 HIMALAYA 7000 INDIA 8000		

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following—

INTERMEDIATE (non-transshipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave	Leave	Due at
	HONGKONG	SINGAPORE	LONDON.
↑ JAPAN	4500	Feb. 14	Mar. 23
↑ SUMATRA	5000	Feb. 25	Mar. 9
↑ NUBIA	6000	Mar. 14	Apr. 28
↑ JAVIA	4500	Mar. 14	Apr. 28
↑ FORMOSA	4500	Apr. 11	Apr. 20

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

↑ "SUMATRA" and "NUBIA" call at MARSEILLES.

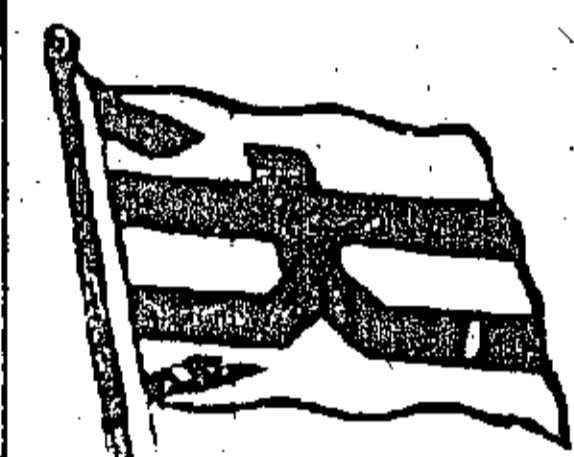
↑ "JAPAN," "JAVIA" and "FORMOSA" carry only First Saloon Passengers.

For Passage apply to

E. A. HEWETT,

Superintendent.

Hongkong, 6th January, 1906.



# OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW, AMOY and FOCHOW	"ANPING MARU"	THURSDAY, 25th Jan. at 10 A.M.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with electric light.

\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 4th January, 1906.

T. ARIMA, Manager.

# IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
GNEISENAU	WEDNESDAY 17th January
ROON	WEDNESDAY 31st January
PREUSSEN	WEDNESDAY 14th February
ZEITEN	WEDNESDAY 28th February
PRINZESS ALICE	WEDNESDAY 14th March
BAVERN	WEDNESDAY 28th March
PRINZ REGENT LUITPOLD	WEDNESDAY 11th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 25th April
SACHSEN	WEDNESDAY 9th May
PRINZ HEINRICH	WEDNESDAY 23rd May
ROON	WEDNESDAY 6th June
PREUSSEN	WEDNESDAY 20th June
ZEITEN	WEDNESDAY 4th July
OLDENBURG	WEDNESDAY 18th July
BAVERN	WEDNESDAY 1st August
PRINZ REGENT LUITPOLD	WEDNESDAY 15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 29th August

ON WEDNESDAY, the 17th day of JANUARY, 1906, at Noon, the Steamship "GNEISENAU," Captain Bolte, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 16th January. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 16th January, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 16th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.

Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Line can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 4th January, 1906.

FOR SINGAPORE, PENANG, COLOMBO, PORT SAID AND NAPLES, (if Sufficient Inducement Offers.)

THE Steamship

"REHANIA"

Captain Forck, will be despatched for the above ports on or about the 10th February.

The steamer has splendid accommodation for passengers and carries a duly qualified doctor and stewardesses.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 17th January, 1906.

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# JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPEDIENT ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAVA	Second half of January	JAPAN via SHANGHAI	First half of February
TJIPANAS.	JAPAN	Second half of January	JAVA PORTS	First half of February
TJIMAH	JAVA	Second half of February	JAPAN via SHANGHAI	Second half of February
TJILIWONG	JAPAN	Second half of February	JAVA PORTS	First half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 17th January, 1906.

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## VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEBENS and PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, & C.)

THE Steamship

"EMPIRE"

Captain Helms, will be despatched for the above Ports on WEDNESDAY, the 24th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, & C., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 3rd January, 1906.

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## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

JAPAN-CHINA-AUSTRALIA LINE VIA NEW GUINEA.

STEAM FOR

SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOF, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

On TUESDAY, the 6th February, at Noon, the Steamship "PRINZ SIGISMUND," Captain Lerz, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Line can be washed on board.

NORDDEUTSCHER LLOYD.

For Further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 10th January, 1906.

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## NATAL LINE OF STEAMERS.

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